

LONG ISLAND FORUM



Peter Stuyvesant, Greatest Governor of New Netherland

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**THE
 LONG ISLAND
 FORUM**

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FOR LONG ISLANDERS EVERYWHERE

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PAUL BAILEY, Publisher-Editor

Contributing Editors

Clarence A. Wood, LL.M., Ph.D.

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John C. Huden, Ph.D.

JANUARY, 1950

Freedom Exhibit

In connection with the coming
 visit of the State Freedom Train on
 Long Island, the Long Island His-
 torical Society is holding a Free-
 dom Exhibit of many old documents
 having to do with the island's history.
 It will be continued through
 January at the headquarters of the
 Society at Pierrepont and Clinton
 streets in Brooklyn.

✦ ✦ ✦

Our family is greatly enjoying
 the comprehensive story of aviation
 on Long Island as being told seri-
 ally in the Forum by Mr. Bassett.
 We summered near Amityville some
 thirty years ago when Lawrence
 Sperry was working on the world's
 first guided missile, and recall a day
 when a motion picture company in-
 duced the young inventor to double
 for the hero who was called upon
 to do a bit of flying, which Sperry
 did, wearing the hero's outer gar-
 ments.

George Stilton, Staten Island.

* * *

As To Old Homesteads

The map on the Forum's cover
 (November) is interesting and
 should help to prove to uninformed
 clerks of title companies that the
 owner knows his title. This is par-
 ticularly so if searchers are not
 genealogists and titles pass on
 through wills, and the clerks have
 not "met up" with such families.

Just now Sands Point and Port
 Washington seem to have some dif-
 ficulty in explaining the origin of
 a number of their old homesteads.
 One is not supposed to "live that
 way." At least 35 years ago I gave
 a talk on Long Island's Domestic
 Architecture before the Huntington
 Historical Society.

By collecting many photos of old
 houses, I obtained much informa-
 tion. One of them was that the Bowne
 House at Flushing did not origi-
 nally have its dormer windows.

Thank you for the very inter-
 esting contributions on Island His-
 tory which you are making

Continued on page 6

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Indian Deeds of Oyster Bay Town

OYSTER BAY, famous for its oyster beds, is first mentioned by the Dutchman, De Vries, on June 4th 1639 when he recorded that "at night came to anchor in Oyster Bay . . . There are fine oysters here, hence our nation has given it the name Oyster Bay." In proceedings to ascertain title to certain lands at Oyster Bay, two depositions were made and certified before Governor Nicolls at Fort James, New York, on November 22nd 1664 by which William Cooling testified to a lease of two necks of land by James Farrett to Matthew Sunderland as of June 18th 1639 by which Sunderland agreed to pay £20 a year for the rental of two necks, one east and one west of Oyster Bay. By another lease on the same day, Sunderland obtained two small islands in Oyster Bay for a rental of ten shillings a year. At this hearing Thomas Terry testified that the Indian sachems avowed that they had sold Matinecock land near Oyster Bay to James Farrett and Captain Howe before the abortive attempt of the Southampton colony to settle in Dutch territory at Cow Bay in the spring of 1640.

The first purchase of land in what we now know as Oyster Bay was made by Robert Williams, a relative of Roger Williams, who on May 20th 1648 bought for a quantity of cloth paid to the Indian Pugnipan a large tract which includes the modern villages of Hicksville, Plainview, Jericho, Woodbury and part of Syosset. In part the deed reads: "Beginning at a point of trees called by the Indians Citascota or Cantlog at the white oak marked, and from thence upon a south line to ye middle of ye plain." It appears that Williams came to Hempstead in 1645 or thereabouts and lived

By John H. Morice

there for twenty years during which time he raised a family of four sons and four daughters. At the age of sixty-five he established himself on the property he had acquired in 1648 at a place which was destined to become the village of Hicksville. In 1667 he removed to Jericho, having bequeathed his Hicksville plantation to his children. In this same year he purchased from the Matinecock Indians land at Dosoris near Glen Cove and later he acquired a tract of meadow land at Massapequa, thus becoming the largest land owner on Long Island. It is stated by Frances Irvin and H. P. Horton in their chapter on Oyster Bay

in volume I of Bailey's History of Long Island that in 1746 when Williams' property was divided among sixty owners no one by the name of Williams was among them.

The first real settlement at Oyster Bay was made by a group of English people under the leadership of the Rev. William Leverich and one can do no better than quote from the chapter on Oyster Bay in the new History mentioned above as follows: "In 1653 a small vessel hove into Oyster Bay harbor under the command of Captain James Dickinson and carrying a small band of pioneers from Rhode Island. The leaders of this group were Peter Wright, Rev. William Leverich and Samuel Mayo, who negotiated the purchase



OYSTER BAY'S MONUMENT TO CAPT. JOHN UNDERHILL

of land from the Indian Mohenes. This deed covered the area bounded on the west by the Beaver Swamp, on the east by Cold Spring River, on the north by the Sound, while the southerly line of the division between this purchase and that of Williams five years before was vaguely 'bounded near southward by a point of trees called Cantiague'. Thus the line between the Oyster Bay Purchase and the Williams Purchase, extending from Pugnipan's marked tree at Cantiague northeasterly to the head of Cold Spring Harbor became a source of controversy."

The giver of this deed was Asiapam, alias Mohenes, sachem of Matinecock and the consideration named was six Indian coats, six kettles, six fathoms of wampum, six hoes, six hatchets, three pair of stockings, thirty awl blades, twenty knives, three shirts and as much peage (black wampum) as would amount to four pounds sterling. Robert Williams was a witness to the signing of the deed. The original document, not much worn except at the folds, is carefully preserved between glass plates in the Town Clerk's office at Oyster Bay. When Hempstead laid claim to a portion of the tract in 1667, Tackapousha testified as follows:—"Hempstead men lie that say that Matinecock lands come no further west than Musketa Cove. I always said cove to be Matinecock land and my land never went further west than the creek that runneth into Hempstead Harbor. All to the east of the creek to Oyster Bay bounds I owne and ever will it to be Matinecock and will prove it by more Indians than have here testified." The deed of 1653 reserved to the Indians Center Island but it was bought soon after by a company of New York merchants who transferred the island to the Town of Oyster Bay in 1665.

On May 24th 1668 the sachems Werough and Suscan-

mon of Matinecock deeded to Joseph Carpenter of Providence Plantation land "on both sydes of Muscete Coufe." The Oyster Bay Town Records contain evidence that this deed was confirmed on November 7th of the same year by the marks of five Indians and the document was witnessed by Robert Williams, Nicholas Simpkins, John Underhill and Nicholas Wright. Ten years later, when a difference arose between the natives and the inhabitants of Musketa Cove, the Indians appeared at the house of Joseph Carpenter who showed them a survey of the land and a patent drawn in accordance therewith. The Indians, when

they came to understand the matter, "did condiscend that the surveys of Muscheda Cove lands should stand good and no further contention to be about the same." This was signed by the marks of Arumpas, Suskanemon and Werough, two of whom had signed the original deed.

The story of Lloyd's Neck may well be told here, although it actually belongs to Huntington. Called also Horse Neck and by the Indians Caumsett, the land was sold by Ratican, sagamore of Cow Harbor, to Samuel Mayo, Peter Wright and Daniel Whitehead by deed of September 20th 1654 which defined

Continued on Page 5

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SMALL HAND-MADE articles often tell their own stories, causing us to reflect upon the practical services of other days. Looking backward through more than a century's progress we note that these simple devices took the place, to some extent, of the instantaneous magic of our modern servants of supply and comfort.

In the village of East Setauket where the Satterly family lived — today within commuter's distance of the great city of New York — many tasks were accomplished with very humble aids. We ponder at the patience it took to wait for such articles to be made and at the hardness bespoken by the lack of common comforts we take for granted today.

Only a mite of warmth could have been had from the contents of a five-inch pan in the foot stoves used in carriages and at church services. The tops of these "stoves" were often less than six inches from the cold floor and scarcely large enough for a lady's two feet to rest upon. They were made of well perforated sheet-metal within a wooden frame and were decorated with hearts to indicate their use by ladies. Hardy souls, these, our ancestors, to have kept warm in this way.

Light also must have been neither too plentiful nor too good. A tallow candle in a home-made metal lantern, although a friendly thing, could not have cast more than a weak glow of light on the way to church, or to the barn when the care of animals meant trips before sun-up or on moonless nights. And yet there is the feeling of a craftsman's pride in the patterns punched through the metal of this same object.

In great contrast to modern kitchens filled with equipment

By Emily B. Steffens

which performs our tasks at the flick of a switch, in those other days there was, for one thing, the chopping bowl. The sound of the steady chop, chop of food for the coming meal and the savors arising from that slower process may have been a welcome greeting to returning workers. Sharp, and shiny, and smooth, the curved knife blade was set in a handle

promise of cakes and other good things to come.

Such articles were indeed humble servants. These and many others, — steelyards, warming pans, candle molds, knife and fork boxes etc., — were fashioned by the local "smithy" or by some family man handy with tools. Today they are small silent symbols of a time when people had to think more of their present needs of living than of a progression of newest models. They tell a story of hardiness, of patience, and of a pride in craftsmanship. They can be linked to that "once-upon-a-time" when our modern household services of heat, light and power were in their infancy.



Old Long Island Lantern

to fit comfortably in the hand. The bowls were sometimes worn thin through long years of use.

Coffee mills, foretelling a trend toward mechanical inventions, yet had to be turned by hand. The early ones were gripped firmly between the housewife's knees as she sat to the task of making coffee. And often when mothers needed help and children wanted for an occupation, the wooden mortar and pestle were brought forth to grind spices and seasonings with the

Indian Deeds of Oyster Bay Town

Continued from page 4

the tract as "my neck of land which makes the east side of Oyster Bay and the west side of Cow Harbor, on the north side bounded with the Sound." The consideration was three coats, three shirts, three hatchets, three hoes, two fathoms of wampum, six knives, two pair of stockings and two pair of shoes. The deed was signed by the marks of Raticocan, Asapam, sagamores, and twelve others of the tribe. It is said that the Indians came to Caumsett to sharpen their stone implements on the gritty rock found there.

The bounds as described in the deed overlapped a previous purchase by Huntington but in spite of this the sale was confirmed by Wyandanch on May 14th 1658 when the Montauk sachem obligated himself to maintain the title forever unto Samuel Andrews who had bought the neck from Mayo, Whitehead and Wright.

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Reminders

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Forum

Continued From Page 2

through The Long Islander and other weeklies.

Phoebe E. H. Willetts,

(Mrs. Joseph H.)

Cold Spring Harbor, L. I.

* * *

Flushing Remonstrance Signers

Among your many readers I am certain there are a great number of descendants of the signers of the Flushing Remonstrance of 1657.

This document, the first united declaration of the American people against religious intolerance, is often under-rated or entirely ignored by present-day historians. Even the praise of the Great John Fiske given the signers in his "Dutch and Quaker Colonies" often passes unnoticed.

Since 1947, annual services are held to honor the memory of these brave pioneers, at the Friends Meeting House in Flushing. Plans are also underway for a reunion of their descendants in conjunction with the ceremonies.

Groundwork has already been laid for a committee, within the Flushing Historical Society, to compile the pedigrees of their descendants and other data on the Signers of the Flushing Remonstrance.

Would those of your readers who are descended from these early Long Island settlers be so kind as to communicate either with myself (an 11th generation descendant of John Townsend) or with the Flushing Historical Society at 41-23 Main St., Flushing, including, if possible, their line of descent from the ancestor who signed this document?

For your readers' information, the Signers of the Flushing Remonstrance were Elias Doughty, Edward Hart, Tobias Feake, William Thorne, William Noble, John Storer, Nathaniel Hefferd, William Thorne Jr., Benjamin Hubbard, William Pidgeon, George Clark, Henry Townsend, Anthony Field, Richard Stoeton, Nathaniel Tue, Nicholas Blackford, Micah Tue, Philip Ud, Edward Farrington, Robert Field Sr., Robert Field Jr., Nicholas Parsell, Michael Milner, George Wright, John Ford, Henry Smentell, John Mastine and John Townsend.

Richard K. MacMaster,

149-40 Beech Avenue,

Flushing, N. Y.

* * *

L'Hommedieu's Picture

The following excerpts from a letter to Dr. Wood, the Forum's contributing editor, from Dr. Fran-

Continued on Page 10

Reminders

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Long Island Forum Index

(Delivery About January 1)

Index of Long Island Forum, years 1938-47 inclusive. About 40 pages compiled by Miss Marguerite V. Doggett, Librarian L. I. Collection, Queens Borough Public Library, Jamaica 2, N. Y. Done by photo offset process. \$1 postpaid. Order from Miss Doggett.

Old Forums Wanted

American Antiquarian Society, Worcester, Mass., lacks first four volumes of the Forum and wishes to acquire them through gift or purchase. Please write.

Wanted: Data on Akerly, Etc.

Compiling Akerly-Ackerly-Ackley-Acrely Genealogies. Wish to hear from descendants or anyone having any data on any of these names. Miss Marian Akerly, 1121 So. Church St., Lodi 7, California.

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The "Tree of Life" Window

A MAN with a horticultural bend and leaning would be expected to stick rather closely to living materials whenever he feeds paper into his typewriter. I wonder if he may wander a bit afield to set forth the story of a beautiful church window in which the stained glass deals predominantly with horticultural materials—the "Tree of Life" window in the First Presbyterian Church (Russell Sage Memorial) at Far Rockaway, New York.

The first time I saw the window was on Fifth Avenue. It had been designed by Louis C. Tiffany, made by the Tiffany Studios, and erected on the street in temporary frames for viewing under natural light by all who wished to examine it. Thousands took advantage of this exhibit, and there was always a crowd around it.

My father took my brother and me into the city to see the window—we were little shavers, but he was one of the building committee of the new church into which the window would be built. He was very proud of the window. He learned of the manufacture and properties of the glass and studied the details of construction in his appreciation of the window and left to others the consciousness of the beauty of the picture.

I do not remember how the window looked at Tiffany's, but I can never forget it in the ecclesiastical setting of the church. The picture has always been so real to me that I quickly pass over the fact that it is substance and see the scene as though framed by a glassless, Gothic window.

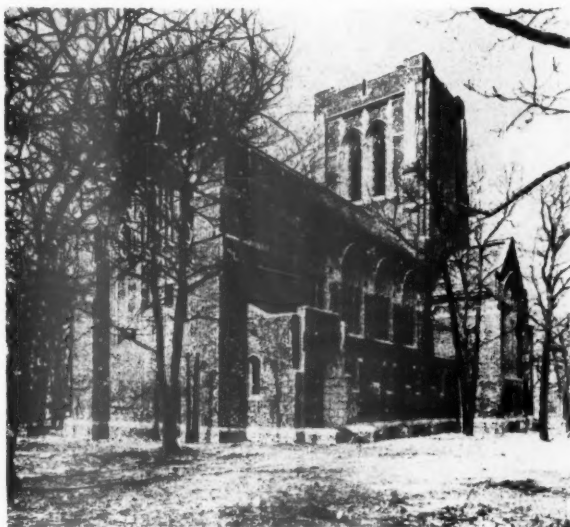
A tree rises in the foreground. The roots strike down among large rocks and stones. The trunks and branches are gnarled and windblown, just like a lone oak on our outer beach. The leaves vary in

By Julian Denton Smith

greenness with the fall of light. They almost seem to shimmer.

Beyond the tree meadows stretch away into distant, low, upland hills. A marshy pond reflects the sky. The sun is barely out of sight behind the hazy hills, but its glory brightens the heavens. The blue is broken by runs of clouds shading from fiery bril-

it. There is a grandeur of color to match the mass of Easter flowers at the altar. It is a benediction for the vesper hour. One bride, hurrying happily down the aisle on the arm of her smiling husband, told me the window shone like a sunrise to her—not a sunset. She was right for that day started her off on a full, contented, useful life. Perhaps the years now open her eyes to the sunset!



Russell Sage Memorial Church, Far Rockaway

liance near the sun to delicate pink overhead.

— A tree, like a life, standing at the sunset staunchly rooted in the fundamentals and ruggedly shaped by its reactions to the forces with which it lived.

The window always seems in perfect keeping with the various festivals and services of the church. There is serene peace for the family and friends of the departed one whose casket passes beneath

South light falls on the window across the rear wall at the end of the nave. Some of the glass that makes the rocks is in layers stacked up to an inch in thickness, while the glass in the light blue and pink of the sky is single thickness and as thin as an ordinary window pane. The lead around the green leaves serves to outline them and not to blacken. Copper screening provides protection from without; but there came a day when the screening was useless.

One Sunday morning while

arranging the seating board in preparation for the service, my father discovered a thin, slivered arc of glass resting on the cushion of the seat beneath the window. We searched and searched for the spot from which it had fallen. Finally from a certain location in the nave a crescent moon—a new moon—appeared high in the window's sky. That was the Sunday after the series of earth tremors brought about by the Black Tom explosion of World War I.

The crescent moon has never seemed out of place in the window. It seems to fit perfectly. Many people take it to be a part of the picture as much as the tree itself. I do not believe the broken piece of glass will ever be repaired or replaced; it has been that way so long. The last time I visited the church the crescent moon still showed, bringing to mind the line of the old hymn, "Till moons shall wax and wane no more."

Beneath the window on the interior wall a bronze tablet is fastened. It carries this inscription:—

This Window is Erected
in Memory of

My beloved Husband

Russell Sage

Margaret Oliva Sage

In the Year of our Lord 1909

At the time of dedicating the church the Chicago "Interior" printed the following comment: "It is one of the most unique and purely American windows that has ever been placed in any church in this country. . . . It is by far the largest and most important landscape window ever produced. It will make Far Rockaway a mecca for those interested in ecclesiastical art!"

I do not know how much of a Mecca Far Rockaway became on account of the window, but I have never failed to be lifted by it. I was organist upon many occasions and

when off the bench always hitched my chair along until the window became partially visible down the long nave between the arches. Many sermons missed me completely as I studied and dreamed in the beauty and realness of the window.

The window has been in place forty years and certainly very few have walked down the center aisle to leave the church without a glance up to it. The interpretation of the symbolism differs slightly with individuals, but there is always a meaning and an inspiration. A few years ago on a vacation trip into New England I met a man who had seen the window. He told me of the thrill the first sight gave him. He has been to New York a few times since and each time he comes out to Far Rockaway to see the window again. Maybe that is mecca!

The location of the church

is interesting historically. It stands on the highest point of land above sea level in Far Rockaway. The grove of oak trees surrounding the edifice is the last remaining piece of woodland which one hundred and fifty years ago was known as the Great South Woods in the Town of Hempstead. It is believed to be the burial place of Frelove, the last descendant of the Rockaway Indians.

In time the piece of woodland will lose its grove of oaks as they are growing old. A generation ago the Board of Trustees established the custom of replacing dead and dying oaks with elm trees. Since that time the beetle has come. I believe, however, that the custom has been maintained by subsequent boards. With suitable care and the passing of years the church should rise up from a park of elm trees, a most dignified setting for the very beautiful window.

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Port Jefferson's Old Shops

DUSTY roads were very disagreeable in dry weather. As far as I know Port Jefferson's first street sprinkler was a big horse drawn box on very low wheels. It was painted a dull red, and was driven into the bay to fill it with salt water. Later Mr. John Billy Brown had a grand one, a big tank on high wheels, which did a fine job.

Coming into Port Jefferson from the west one passed the flour mill and then perhaps turned the corner into Jones street, now Main. Miss Lizzie Smith's hotel was on the left shaded by beautiful weeping willows. She was famous for her fine food and authors who came to give readings from their works, as well as the drummers who sang her praises.

Port Jefferson had lectures and readings of various kinds. Once, with my father, I went to a stereopticon lecture on the Chicago World's Fair. The lecturer took the wrong train and went to Ronkonkoma and the audience waited patiently for an hour until he could be driven over. But the pictures were worth waiting for.

Bentley's Carriage Shop stood where the cross street now is. The Telephone Central was in Randall's store when we first had the telephone put in. The Misses Randall were the operators but their father used to call my father up and tell him all the news. There was a rival telephone company at first but that was soon crowded out.

At one time there was talk of a trolley across the Island, and the tracks were actually laid in Jones Street. When the plans failed later the tracks were buried when the read bed was raised. One day there appeared in the middle of the street a white wooden tombstone, with the inscription "Here lie buried the tracks of the Suffolk Traction

By Kate W. Strong

Company. Where are the bonds?"

Round the corner past Swezey's drug store was Raynor's store, which O. B. Davis succeeded, in the same line. In the back of Mr. Raynor's store his son built fine organs. Besides the Baptist Church, there were a number of churches and numerous fine houses, also shipyards. But we are just going round the block and are in a hurry to get to the ferry, so we can't even mention all the points of interest as we pass.

At West's barber shop, where I was taken as a very little girl to have my bangs trimmed, there was the most wonderful array of shaving cups, all colors with the owners' names in gold. After the shop was closed on the death of Mr. West's son, his sisters, in many cases, kindly restored the cups to the descendants of the original owners.

Saxon's Boots and Shoes store had a wee pair of dolls' rubber boots in the window which no coaxing would persuade him to part with. At the corner store at one time Mr. William Davis had an exhibition and sale of pictures. Across the way was the butcher shop where we used to trade. He sent his bill only once a year, and the four hoes we killed every fall largely paid it. But we must hustle to the ferry.

I don't know what steamers came between the schooner and the Nonwantic, but she is the first boat I remember. Almost all outside shopping was done at Bridgeport, Ct., then. It was easy even for anyone coming from a distance. You just drove into Whynn's or David Phillips' Livery Stable and for fifty cents they would put up your horse for the day and meet you at the boat.

It cost very little to cross,

especially Fridays. There was no standing in line. The purser hunted you up and if you had a family ticket, he kept it and simply punched it when he saw any member of the family on board. There was



Old Time Ferry at Port Jefferson

a fine big parcel room; most of the Bridgeport stores delivered and some gave a round trip ticket with a five dollar purchase.

Mr. Jimmie Parks, Mate, was always there to welcome one as they came on board, and more than once when we had to hustle to catch a train, he rushed our trunk across the tracks, which were level then, and had the check all ready for us when we came with the ticket.

Up in the pilot house with an eye to everything that was going on, stood Captain Charley Tooker. I can see him yet, as he leaned from the window of the pilot house, calling "Hold your horses," before he blew the whistle. A deepsea man, he told me his first trip as master, when still a very young man, was to Genoa, Italy for a cargo of marble. Later he was in the South American trade. When automobiles were just beginning, he was very particular that no woman should stay in the car when it came on board.

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Forum

Continued From Page 6

cis T. Spaulding, State Commissioner of Education, are interesting:

"I agree with the comments on the article received by the Long Island Forum, that you have done a real service in bringing together the facts of Ezra L'Hommédieu's career and of his contributions to education in New York State. *** The picture of L'Hommédieu which belongs to the State Library now hangs in the Regents' Room, here in the State Education Building. I am informed that the picture is a copy of the original in the possession of the New York State Historical Society. You may also like to know that the Society for the Promotion of Agriculture, Arts and Manufactures which L'Hommédieu helped to found in 1790 is holding its annual meeting this year in Chancellor's Hall of the State Education Building."

I especially enjoyed in the November issue "Hempstead Indian Deeds". The old Scaring Homestead was a very familiar sight for many years, and it was a source of much regret that the village would not maintain it as a relic of the past. Some residents did their best to save it, but to no use. I am enjoying Bailey's History so much.

(Mrs.) Gussie B. Panella,
Hempstead.

* * *

Gardiner's Island in 1878

The following reference to Gardiner's Island is taken from the old Roslyn News of May 4, 1878. Since then 72 years more of family ownership have passed, making it well over three centuries. The item follows:

In a letter published in the New York Evening Post on the 5th inst. some additional light was thrown on the matter of the Indian deed from Wyandanch to Lion Gardiner, which is now in the possession of the Long Island Historical Society. It appears that this deed was given for having ransomed his daughter, who was captured by the Narragansett Indians during festivities of their nuptials, and in gratitude for her redemption her father gave to Lieutenant Lion Gardiner a piece of land on Long Island, which the Lieutenant afterward sold to Richard Smith, and is now known as Smithtown.

Lion Gardiner, who was born in 1599, was the "first Englishman

Continued on next page.

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Forum

Continued From Page 10

settled in New York," and his estate, Gardiner's Island, afterward erected into a lordship, and manor, was the "first English settlement in New York."

It is a curious fact that in this country, where so many changes take place, Gardiner's Island has always descended according to the laws of primogeniture, and is now owned by the tenth proprietor in regular descent, having been in the family two hundred and thirty-nine years.

H. W. Lower e,
Port Washington.

* * *

A Weatherwise Lumberman

From time to time I have seen mentioned in Forum stories the diary of Daniel Hildreth of Bridgehampton. He was, it seems, a hundred years ago chiefly interested in the weather and its effects upon the affairs of his time on eastern Long Island. He had good reason to be. Daniel Hildreth, I recently learned, was a lumber merchant. He had a wind-powered sawmill and very often a storm lined the beach in that vicinity with wreckage, some of which could be salvaged and saved into merchantable lumber.

One of his concerns was to obtain the masts and other spars of ships which came ashore. These, being free of nails and well weathered, were especially suitable for his purpose. When a ship came ashore and could not be hauled off it was eventually auctioned off by the owners' agents or the insurance people. If its cargo had been scattered along the beach, this was usually appropriated by local folks free for the taking, but the wreck itself could scarcely be carried away in that fashion.

As a matter of fact, Hildreth's reputation was such that the agents would very often contact him before the auction and get a knock-down price for the entire vessel or what was left of it. It was an unusual year that did not produce at least one such ship along this part of the beach. As a rule such ships came ashore in late

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Forum

Continued From Page 11

winter or early spring, when Hildreth's mill was in need of material, so the system worked out pretty well for all hands.

I dare say, standing even now in and around Bridgehampton is many a building which, due to Dem. Hildreth's business acumen, contains timbers that once served as parts of a wind-jammer's masts, booms, guffs or bowsprit. I write this because most of us know Hildreth only as a diarist, whereas he was a good businessman and his weather-eye could often for see a rare opportunity in the gathering stormclouds. It was such men who built up Long Island in the early 1800's.

Oakley J. Smart,
Richmond Hill

* * *

Needs Back Forums

John Fall, Chief of the Acquisition Division of The New York Public Library, 5th Avenue and 42d Street, New York, would appreciate receiving copies of the Long Island Forum for October 1947 and February 1949, to complete the Library's permanent files.

* * *

It is a pleasure to congratulate Dr. Wood on his excellent and interesting paper on Ezra L'Houmeille. This authentic record of a prominent descendant of a Huguenot will be a valuable addition to our files.

Mrs. R. H. Simmons, Historian
Huguenot Society of
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Island's Part in World Aviation

PRESTON R. BASSETT

President, Sperry Gyroscope Company

President, Nassau County Historical Society

The years 1912 and 1913 made very little news in aviation. There seemed to be a lull of uncertainty after the first years of success. The birdmen had proved to the public that they could fly. They had set impressive records, such as Le Blane's speed record of 68 miles an hour, Johnston's altitude record of 9744 feet. Earl Ovington had demonstrated the possibility of carrying mail by airplane, yet nothing came of the experiment. Flying schools had started up at both the Nassau Boulevard and Mineola flying fields. The only way for the airplane to earn money, however, seemed to be by exhibition flying or by organizing flying circuses. A good example of the circus days of flying was staged by Lincoln Beachey at Brighton Beach during this period. "Come rain, shine or cyclone", his manager said, "see the death defying, spine chilling, hair raising performance". For Lincoln Beachey in a new Curtiss racing airplane was going to compete with Barney Oldfield in his Fiat Cyclone racing car. The exhibitions proved to be thrilling. Beachey flew so close over the head of Oldfield that Barney could reach up and almost touch him. In addition,

Synopsis

In his first chapter, Mr. Bassett declared: "The decade of the 1830s marked the inauguration of American aeronautical history." In June 1833 Professor Charles F. Durant ascended in an American-made balloon from Manhattan and landed in Jamaica. In 1860 Balloonist John Wise took off from Manhattan and in attempting to land at Whitestone struck the water "at about where the Whitestone Bridge now touches Long Island."

In September 1873 W. H. Donaldson made several balloon flights from Brooklyn to Queens, and on October 7 left Brooklyn in the balloon Daily Graphic on an attempt to cross the Atlantic by air. Carrying also Alfred Ford as navigator and George Lunt, Daily Graphic reporter, in Connecticut the balloon descended just enough to let its occupant's jump before it disappeared forever. Several weeks later Donaldson, rising from New Jersey, again landed prematurely, this time near Jamaica, but on July 21, 1874, he made a successful flight from Manhattan to Lynbrook and thence to Hempstead.

Chapter two, which appeared in the November number, covered the period from the Wright brothers' first flight of a plane in 1903 to the year 1910, during which time the airplane came into its own as a more or less reliable means of flight. As interestingly told by Mr. Bassett, it was during this period that Long Island came into its own as the country's chief locale for demonstrating heavier-than-air "flying machines". Up to 1908, most of the demonstrations here were made by French fliers in French planes.

Late in that year American fliers put on their first air show in the Bronx, but less than a year later activities were transferred to the Hempstead plains. Here Glenn Curtiss, Charles F. Willard, Dr. Henry B. Waldon, Clifford B. Harmon, J. A. McCurdy and others established a whole series of records, and one Lawrence B. Sperry began his thrilling career.

In his third chapter the author told of the developments in flying in 1910 and 1911, during which years Nassau County became the centre of record-making and breaking. An altitude record of

(Continued on next page)



The Sperry-Curtiss Aerial Torpedo, world's first guided missile, on its launching rails at Amityville, 1918

tion to the racing, Beachey looped the loop and did many other reckless stunts very close to the ground.

Even the growth of the Aviation Section of the Signal Corps was surprisingly slow during these years. With war clouds rolling up in Europe, neither the Army nor Congress had any realization of the importance of military aviation. In March, 1915, seven months after the first World War had started in Europe, Congress appropriated only \$200,000 for all aviation for the year. Two years later, when the United States finally declared war, on April 6, 1917, our Air Force consisted of only 35 qualified pilots, 55 airplanes, and 4 flying schools. One of these schools was at Mineola.

Undoubtedly one of the main deterrents to progress in aviation during these few years was the high accident rate among the pioneer flyers. Airplanes were treacherous and unstable. The pilots were daredevils trying to earn a living by stunt flying. The combination was tragic and by 1913 most of the well-known flyers, such as Johnston, Hoxsey and Beachey, had been killed.

One of the greatest problems in connection with the early airplanes was this question of stability. The wide variation in the designs of the early airplanes was due to the quest for more stability, but without much success. The pilot could never relax in flying or his ship would go out of control. This problem became

Continued on Page 15

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Synopsis (continued from page 13)

9714 feet and a coast-to-coast flight, starting near Mineola, of 49 days were set and the first official mail flight occurred. In 1910 at Nassau Boulevard army aviation was born and the following year an army plane set an endurance record by carrying two passengers aloft for 1 hour and 54 minutes.

I enjoy the Forum greatly. John P. Bramer, Jackson Heights, N. Y.

I wish to tell you how much I enjoy the Forum. Henry Booth Moore, Counsellor at Law, Greenvale.

We all enjoyed reading Dr. Wood's splendid discussion of Ezra I. Formedieu in the September Forum.

Elsie Hudson
Bedford Hills, N. Y.

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Island's Part in World Aviation

Continued From Page 14

so serious that the French Government in 1913 offered a prize of 50,000 francs for a stable airplane. Over eighty competitors from all parts of the world entered the competition. Among these entries was one from Long Island, Lawrence Sperry, now 22 years old, had been working with his father, Elmer A. Sperry, on the idea of applying an automatic stabilizer to an airplane instead of redesigning the airplane itself. Elmer A. Sperry had just recently founded the Sperry Gyroscope Company in Brooklyn and was interested in helping his air-minded son by trying to stabilize the airplane with gyroscopes. Together they worked out a design and installed it on a Curtiss flying boat. Lawrence did the test flying and by the Spring of 1914 he was ready for the competition to be held in Paris.

Lawrence made the trip to France alone, taking with him his plane and gyro-stabilizer. He assembled it on the bank of the Seine with the aid of a French mechanic and started the drastic tests. Most of the competitors with various freak designs were quickly eliminated, the contest came down to a few. Lawrence arranged a special demonstration flight. Taking his mechanic with him as passenger, he had him climb out on one wing while in flight and as they flew low past the judges' stand, Lawrence stood up and raised both hands above his head. This was indeed convincing, nothing like it had ever been seen before. The airplane could really fly by itself. Sperry brought the prize back to Long Island.

Within a month war started in Europe. Safe and level flying with automatic stabilizers was temporarily postponed. The airmen were soon flying dangerously in dog fights that included all kinds of maneuvers. But the automatic stabilizer did not die. Instead, it went into the secret category and became one of the great secret projects of World War I.

When the United States entered the war, both the Army and Navy were interested in the possibility of using the gyro-stabilizer to control a pilotless plane loaded with explosives and guided by radio. In those days it was called the "aerial torpedo". Now it would be classified as a "guided missile". Glenn Curtiss designed a very small, simple plane which could be launched by catapult and had no landing wheels. Sperry installed the stabilizer and control devices. A secret test field was selected on the edge of the Great South Bay near Amityville and there, during 1918, many successful flights were made with the first guided missile the world had ever known. As it was, of course, too expensive to lose an airplane every time it was tested, Sperry would ride out as a passenger on the missile until it had reached the target over the ocean, he would then take over the controls and fly it back. Sperry even flew the final torpedo design which was not built for a human pilot. This he had to land on skids on the ice of Great South Bay. The war ended, however, before any of these weapons were actually used and the project slumbered in the secret files until awakened by World War II.

Continued on Page 16

What's New in Nylon

The fabulous textile fibre, nylon, continues to make news with each succeeding fashion season. The fabric mills are weaving standard types of materials—old favorites with amazing added qualities.

The gown seen here, a design by Vernie Langhofer which won him a scholarship at Traphagen School of Fashion in a recent competition, was made in the school's clothing department of Martin Fabrics' ny-



lon velvet in a rich open blue shade. The asymmetric line of the off-one-shoulder drapery is classic, inspired by ancient Greek costume, and is high-fashioned this year. Nylon velvet is crush resistant to a remarkable degree and in less intricately made articles such as bed jackets, peignoirs, baby carriage covers, the velvet may be success-

Continued on Page 16

Island's Part in World Aviation

Continued from Page 15

The main aviation history of World War I on Long Island, however, centered around the Mineola air field. Just prior to the war, real estate dealers displaced the flyers from their old field east of the Fair Grounds in order to develop that section. A new field was acquired about a mile farther to the east. This field was at first known as Mineola Air Field or Hempstead Plains Aviation Field. In 1915 the New York National Guard organized an active aviation unit at this field. In 1916, Colonel Kilner and Major Bolling took over operation of this field as a military post and gave it the name of Hazellhurst Field. It was named after Sergeant Hazellhurst, the first non-commissioned officer to be killed in an Army airplane accident.

Under Col. Kilner a fine squadron of flyers was trained in spite of many handicaps of inadequate airplanes and material. When the United States declared war, it was one of the few squadrons that the United States had ready to go abroad to fight. It included sons of many prominent New York and Long Island families. Among them was Quentin Roosevelt, son of Theodore Roosevelt of Oyster Bay. He was one of the first American trained flyers to fly over the enemy lines in France. He was shot down on July 14, 1918. Soon after that, the name of Hazellhurst Field was changed to Roosevelt Field in his honor. As Roosevelt Field it has had a remarkable history both in war and peace.

To be continued

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What's New in Nylon

Continued from page 16

fully washed if the colors are guaranteed fast.

The gown modeled here by Ruth Carpenter of Brooklyn, New York, was shown by the school in a style show at the Hotel Biltmore on December 1.

Port Jefferson's Old Shops

Continued from Page 9

I was on the dock one day when a small car with a man and woman in it approached the gangplank. Captain, from the pilot house: "Let the lady get out." Nothing happened. Again more emphatically, "LET the lady get out." The lady did not budge. Then: "THE LADY WILL GET OUT!" and she got!

The Captain's brother, Captain Jack Tooker, was master of the bark Abeel Abbot which sailed between the States and New Zealand, and he told me that for twelve years he never saw a winter as it was summer in both places. I used to look at the Abbot with wonder when she came to Port Jefferson to refit, she had travelled so far.

She was down in New Zealand when there was talk of the Spanish - American War. Her owners cabled Tooker to come on as there would be no war. War came and the months went by and everyone thought she had been captured or sunk. In the meantime the bark had head winds or no wind at all.

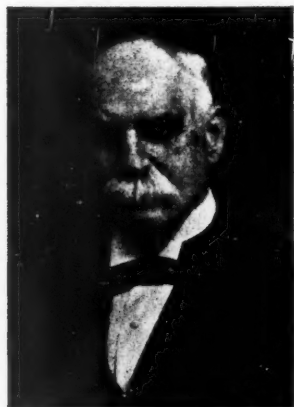
Never had Captain Tooker had such a voyage. He did not speak a single ship. Coming up the coast, he saw the former City of Paris loaded with troops, and gave her a wide berth. The first news he received was when the pilot boat met him. By then the war was over! He had been at sea the whole time.

The Abeel Abbot met her end off the Jersey coast coming from the south with a load of salt. Captain Jack was not with her at the time and he mourned her passing as that of a well loved friend.

Indian Deeds of Oyster Bay Town

(Continued on page 5)

Andrews believed that Wyandanch's influence would help him to maintain his title against the Huntington people so with Richard Woodhull and Daniel Whitehead he journeyed to Shelter Island with gifts for the great sachem. A messenger from Huntington arrived too late to halt the proceedings and the sachem signed a confirmation of the deed in the presence of John Ogden, Richard Odell (this was Woodhull) and Nathaniel Sylvester and two Indian witnesses. The confirmation was entered in the records of the Massachusetts Bay Colony on



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September 1st 1658. After the death of Wyandanch Andrews, still not satisfied with his title, obtained another confirmation from the sachem's son, Weamcombene. To settle the controversy over ownership of the neck a trial was held in the General Court of New York in 1665 when a jury decided in favor of Huntington but this verdict was soon reversed and Lloyd's Neck remained a part of Oyster Bay until 1886 when it was restored to Huntington by an act of Legislature.

Lloyd's Neck has a roman-

tic history. Once it came into the possession of one Latimer Sampson who was engaged to marry Grissel, lovely young daughter of Nathaniel and Grissel Sylvester who came to Shelter Island on their wedding journey in 1653. Sampson died of consumption in 1675 before his marriage was accomplished, leaving his prop-

erty to Grissel Sylvester. In the following year Grissel married James Lloyd, a wealthy young merchant of Boston and the young couple came to live on the island estate bequeathed to the bride by her former lover. The property remained in the possession of the Lloyd family for over two hundred years.

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For the Long Island Bookshelf

BOOKS

These items for Long Island students, libraries and collectors are now available. For particulars address the Long Island Forum.

History of Long Island, Benjamin F. Thompson. 3 vols. 1918. 3d and final edition.

Inns and Outts. Julius Keller of Canoe Place. 1939. 250p.

Boyd's Directory of Long Island 1864-5. 332p. Poor binding.

The Natural History of Smithtown. Privately printed. 200 numbered copies. Loring W. Turrell. 1939. 89p.

Brooklyn Village 1816-1834. Ralph Foster Weld. 1938. 362p. Foreword by Dixon Ryan Fox.

Drivers Up. The Story of American Harness Racing. Dwight Akers. 1938. 367p.

Select Patents of New York Towns. Frederick Van Wyck. 1938. 180p.

Long Island Colonial Patents. Frederick Van Wyck. 1935. 175p.

First Presbyterian Church of Jamaica, N. Y. 1662-1942. 1943. Geo. Woodruff Winans. 248p.

The Commodore's Story. Ralph Middlecon Munroe and Vincent Gilpin. 1930. 378p.

The Story of the Five Towns (Rockaway Peninsula). 1941. 70p.

The Trial of Capt. Wm. Kidd. Don C. Seitz. Limited edition 650. 1936. 254p.

Salt Water Fishing Tackle. Harlan Major. 1939. 284p.

Sleights of Sag Harbor. Harry D. Sleight. 1929. 306p.

The Whale Fishery on Long Island. Harry D. Sleight. 1931. 232p.

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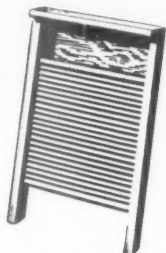
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